

Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: May 25-26, 2005

Reference No.: 2.1c.(2)
Action Item

From: CINDY McKIM
Chief Financial Officer

Prepared by: Ross A. Chittenden
Division Chief
Transportation Programming

Ref: **TRAFFIC CONGESTION RELIEF (TCR) PROGRAM PROJECT APPLICATION
AMENDMENT APPROVALS
RESOLUTION TAA-05-04, AMENDING RESOLUTIONS TA-00-03, TA-01-10,
TAA-02-09, TAA-03-02, TAA-03-05, TAA-03-07, TAA-04-04, TAA-04-05, TAA-04-09,
TAA-04-10, TAA-04-11, and TAA-04-13**

ISSUE:

The California Department of Transportation (Department) requests approval of the attached Resolution for 13 Traffic Congestion Relief (TCR) project application amendments, with no net change to TCR funding. A fact sheet describing each project is attached.

Of the following 13 application amendments,

- One is a request for an advance.
- Five are requests to update project schedule only.
- Three are requests to update both project schedule and funding plan.
- Four are requests to update both project schedule and funding plan with concurrent AB 1335 Letter of No Prejudice requests, (including one to designate new applicant agency).

RECOMMENDATION:

The Department recommends approval.

BACKGROUND:

Due to the uncertainty of TCR Fund reimbursement, some TCR projects have experienced schedule and cost variances to approved and allocated phases of work. Specific changes are noted in the attached fact sheets.

Attachments

TCR Program – Application Amendment Project #1.1**Santa Clara / Alameda BART to San Jose; extend BART from Fremont to Downtown San Jose in Santa Clara and Alameda Counties.**

(\$ X 1,000)

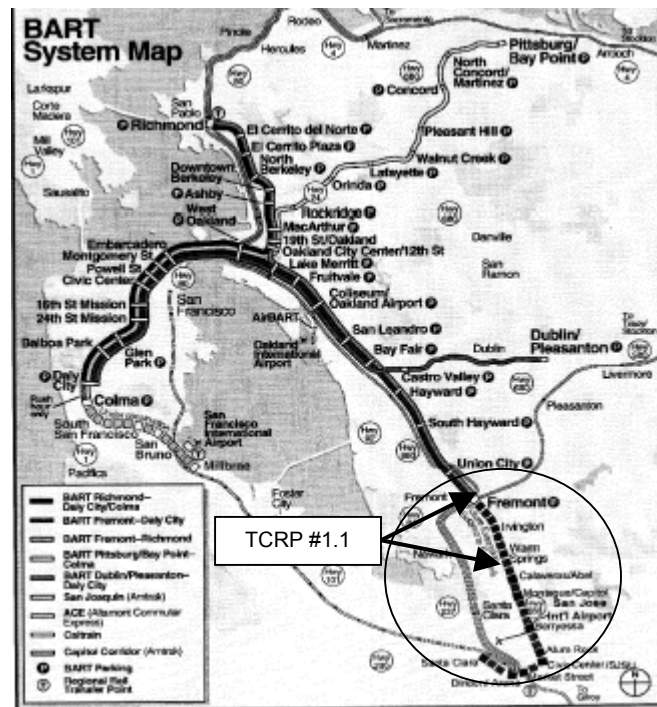
<i>Estimated Project Cost:</i>	\$678,833	<i>TCRP Funds Covered by Application:</i>	\$0
<i>TCRP Funds Sub-Project #1.1:</i>	\$111,433	<i>Phase(s) Covered by Application:</i>	All
<i>TCRP Funds for Project #1:</i>	\$725,000	<i>TCRP Funds Previously Approved for #1.1</i>	\$111,433
<i>Lead Agency:</i>	Santa Clara Valley Transportation Authority (VTA)	<i>Implementing Agency:</i>	San Francisco Bay Area Rapid Transit District (BART)

TCRP Allocation Requested Concurrently with Application: \$0*Advance Requested:* \$0*TCRP Allocations To Date:* \$54,115*for Phase(s):* N/A*for Phase(s):* N/A*for Phase(s):* 1,2,3

Project Summary: The overall project will involve extending BART from the existing Fremont Station in Alameda County to downtown San Jose in Santa Clara County. For implementation purposes, this project will be split into two sub-projects.

- **Sub-Project #1.1 – BART Extension from Fremont to Warm Springs (Total = \$695,484,000, including \$111,433,000 in TCRP).**
- Sub-Project #1.2 – BART Extension from Warm Springs to downtown San Jose (Total = \$4,193,715,000, including \$613,567,000 in TCRP).

Sub-Project #1.1, the Fremont to Warm Springs BART Project, is a 5.4-mile extension south of the existing Fremont Station that will significantly improve the regional transit network by bringing BART further into southern Alameda County. The project will better balance current local and regional transportation demand and will provide increased transportation capacity for future growth in employment and population. The extension will help relieve increasing congestion on highways and local streets by offering people a high-quality alternative to driving. It would also support the region's efforts to meet state and federal air quality standards.



The Project, to be implemented via the Design-Build contracting method, will include all necessary interfaces with the operating system at the Fremont Station as well as provisions for all facilities, systems, and equipment normally associated with BART service. The proposed Warm Springs Station, just south of Grimmer Boulevard, will have approximately 2,300 parking spaces. The tracks will continue for about 3,000 feet south of the Warm Springs Station, where a small maintenance facility will be constructed.

Summary of Action: This amendment updates the overall project schedule. Changes proposed by this amendment are reflected in ~~strikethrough~~ and **bold**.

Reason for Change: Phase 2 of the project was delayed due to Federal Transit Administration's review of the NEPA draft Environmental Impact Statement. An extension of this phase from February 2005 to December 2005 is requested.

Cost and Schedule (\$ x 1,000)

Phase	Scope	Start	End	Cost
1	Final EIR		9/92	
1	Update EIR (Supplemental)	1/02	12/05 2/05	\$8,713
2	Plans, Specifications & Estimates	12/02	12/07	\$20,565
3	Right of Way Acquisition	2/02	1/08	\$105,000
4	Rollingstock Acquisition	12/07	3/12	\$90,408
4	Construction	12/06	12/10	\$454,147
Total:				\$678,833

Funding Plan (\$ x 1,000)

Source	Type		Phase 1	Phase 2	Phase 3	Phase 4	Total
TCRP	State	Committed	\$6,550	\$20,565	\$27,000	\$57,318	\$111,433
		Proposed					
CMA-TIP(mostly sales tax)	State	Committed	\$2,163			\$2,837	\$5,000
		Proposed					
STIP -RIP	State	Committed					
		Proposed				\$57,700	\$57,700
Bridge Toll	Local	Committed			\$6,000	\$79,000	\$85,000
		Proposed				\$68,000	\$68,000
SamTrans	Local	Committed					
		Proposed				\$145,000	\$145,000
Measure B	Measure	Committed			\$72,000		\$72,000
		Proposed				\$123,000	\$123,000
BART	Local	Committed					
		Proposed				\$11,700	\$11,700
	Totals:	Committed	\$8,713	\$20,565	\$105,000	\$139,155	\$273,433
		Proposed				\$405,400	\$405,400
		Totals:	\$8,713	\$20,565	\$105,000	\$544,555	\$678,833

Prior TCRP Action:

- The original application for the Major Investment Study for the Warm Springs to San Jose portion (TCRP Subproject #1.2) was approved on February 21, 2001 (Resolution TA-01-03).
- An application for Phase 1 – Environmental Studies and Permits, Phase 2 – Preliminary Engineering and Design, and Phase 3 – Right of Way Acquisition, for TCRP Subproject #1.1 was approved on April 4, 2002 (Resolution TA-02-05).
- A minor amendment to update the project schedule and funding plan was approved June 26, 2003 (Resolution TAA-03-03). Additional time is required due to a new bus alternative that was requested for consideration as an option in the Supplemental Environmental Impact Report for the extension of BART to Warm Springs.
- An amendment to update the project schedule was approved June 17, 2004 (Resolution TAA-04-05). Additional time required as BART seeks to initiate a NEPA analysis, which would result in an FTA Record of Decision, making this project eligible for the use of federalized STIP and ITIP funds.
- An application amendment to update the funding and project schedule, and an allocation amendment to transfer \$10M allocated funds from Phase 2 to Phase 3 were approved December 9, 2004 (Resolution TAA-04-13).

Status of Conditions: No conditions under Resolution TA-01-03. The following condition was set forth under Resolution TA-02-05: Prior to an allocation of funds for right of way capital, Department Right of Way staff must review real estate appraisals for methodology of valuation, and report findings to the Commission prior to Commission allocation.

Discussion/Issues: The proposed funding plan for the Fremont to Warm Springs Extension Project includes STIP-Regional Improvement Program (RIP), Bridge Tolls, San Mateo County Transit District (SamTrans), Alameda County Measure B and BART funding. The BART Fremont to Warm Springs Extension Project is a California Environmental Quality Act (CEQA)-only cleared project. The STIP-RIP/IIP funding will be requested as State-only.

This project has a full funding plan in MTC's 2001 Regional Plan. However, there are two identifiable risks associated with this funding plan: First, if the STIP- RIP funds do become available, state-only funding may be limited. To insure project delivery, the Alameda County Congestion Management Agency, Alameda County Transportation Improvement Authority, BART, VTA, and the Metropolitan Transportation Commission will work to exchange any federal funds obtained through the programming process with non-federal funds. And, second, the amount of STIP-RIP funding proposed for this project may not be available. The funding partners identified above have committed to work together to bridge any funding gaps if STIP-RIP dollars do not materialize.

TCRP Program – Application Amendment Project #1.2**Santa Clara / Alameda BART to San Jose; extend BART from Fremont to Downtown San Jose in Santa Clara and Alameda Counties.**

(\$ X 1,000)

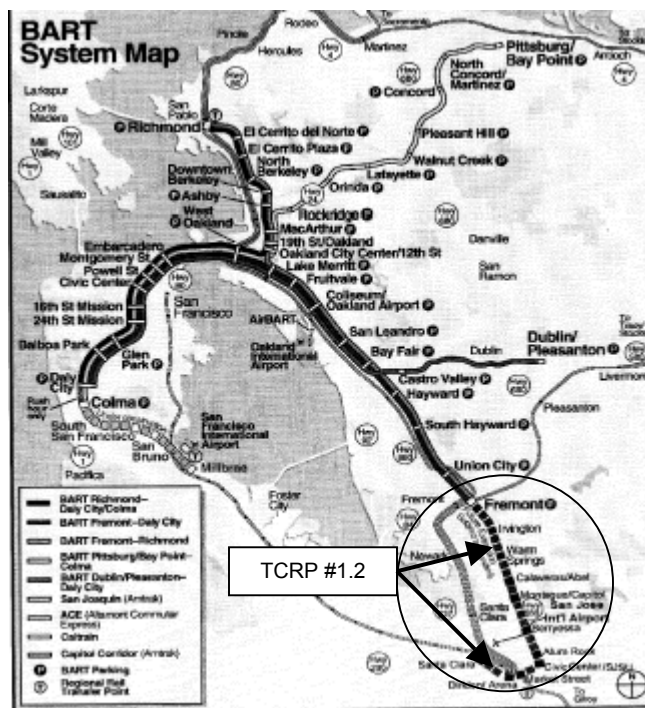
<i>Estimated Project Cost:</i>	\$4,193,715	<i>TCRP Funds Covered by Application:</i>	\$0
<i>TCRP Funds Sub-Project #1.2</i>	\$613,567	<i>Phase(s) Covered by Application:</i>	1,2,3
<i>TCRP Funds Available for #1:</i>	\$725,000	<i>TCRP Funds Previously Approved for #1.2:</i>	\$613,567
<i>Lead Agency:</i>	Santa Clara Valley Transportation Authority (SCVTA)	<i>Implementing Agency:</i>	SCVTA

<i>TCRP Allocation Requested Concurrently with Application:</i>	\$0	<i>for Phase(s):</i>	N/A
<i>Advance Requested</i>	\$0	<i>for Phase(s):</i>	N/A
<i>TCRP Allocations to Date:</i>	\$45,000	<i>for Phase(s):</i>	1

Project Summary: The overall project will involve extending BART from the existing Fremont Station in Alameda County to downtown San Jose in Santa Clara County. For implementation purposes, this project will be split into two sub-projects.

- Sub-Project #1.1 – BART Extension from Fremont to Warm Springs.
- **Sub-Project #1.2 – BART Extension from Warm Springs to downtown San Jose.**

Sub-Project #1.2 involves extending BART 17 miles from Warm Springs in Alameda County to downtown San Jose in Santa Clara County. This element of the overall project includes the acquisition of approximately 17.3 miles of existing UPRR freight tracks, and the construction of eight new stations, four to five new park and ride lots, and a new BART maintenance and storage facility at the UPRR Newhall Site in San Jose/Santa Clara. Rail cars will also be acquired. The alignment will be at-grade or above ground, with tunneling through downtown San Jose locations.



Summary of Action: This amendment updates the overall project schedule. Changes proposed by this amendment are reflected in ~~strike through~~ and **bold**.

Reason for Change: The schedule change for Phase 1 is due to longer than anticipated Federal Transit Administration (FTA) review of the Environmental document. It was originally envisioned that the FTA was going to issue a Record of Decision (ROD) some time in 2005. It now appears that a ROD may not be granted until March 2007. The reason is primarily due to the FTA's decision to delay the review of SCVTA's Administrative Final EIR/EIS until FTA has completed its review and approval of the Bay Area Rapid Transit District's Warm Springs Extension Project (Project # 1.1) federal environmental document.

Cost and Schedule (\$ x 1,000)

Phase	Scope	Start	End	Cost
1	Major Investment Study	3/01	11/01	\$8,000
1	Complete environmental review and conceptual engineering work on preferred alternative, and begin preliminary engineering.	11/01	6/05 3/07	\$37,000
2	Preliminary and Final Engineering on preferred alternative.	3/04	12/08	\$315,000
3	Right of Way Acquisition	1/00	12/09	\$629,966
4	Rollingstock Acquisition	1/09	11/13	\$395,369
4	Construction	6/07	12/15	\$2,808,380
Total:				\$4,193,715

Funding Plan (\$ x 1,000)

Source	Type		Phase 1	Phase 2	Phase 3	Phase 4	Total
TCRP #1.2	State	Committed	\$45,000	\$315,000	\$253,567		\$613,567
		Proposed					
TCRP #2.0		Committed			\$35,000		\$35,000
		Proposed					
Measure A	Measure	Committed			\$341,399	\$2,269,749	\$2,611,148
		Proposed					
Section 5309	Federal	Committed					
		Proposed				\$934,000	\$934,000
	Totals:	Committed	\$45,000	\$315,000	\$629,966	\$2,269,749	\$3,259,715
		Proposed				\$934,000	\$934,000
		Totals:	\$45,000	\$315,000	\$629,966	\$3,203,749	\$4,193,715

Prior TCRP Action:

- Original application for the Major Investment Study for the Warm Springs to San Jose portion was approved on February 21, 2001 (Resolution TA-01-03).
- A subsequent application for the second part of Phase 1 - Environmental Studies and Permits, Phase 2 – Preliminary and Final Engineering, and Phase 3 – Right of Way was approved on April 3, 2002 (Resolution TA-02-04).
- An amendment to update project schedule was approved June 17, 2004 (Resolution TAA-04-05). Additional time needed by FTA for review of environmental document and uncertainties presented in recovery of TCRP funds due to state budgetary problems.
- Application amendment to update schedule and funding plan was approved September 15, 2004 (Resolution TAA-04-09).

Status of Conditions: No conditions under Resolution TA-01-03. The following condition was set forth under Resolution TA-02-04: Prior to an allocation of funds for right of way capital, Department Right of Way staff must review real estate appraisals for methodology of valuation, and report findings to the Commission prior to Commission allocation.

Discussion/Issues: No issues.

TCR Program – Application Amendment Project #15

Alameda / Contra Costa **Route 24; Caldecott Tunnel; add fourth bore tunnel with additional lanes in Alameda and Contra Costa Counties.**

(\$ X 1,000)

Estimated Project Cost: \$400,000

Total TCRP Funds Available: \$20,000

TCRP Funds Covered by Application: \$0

Phase(s) Covered by Application: 1,2

TCRP Funds Previously Approved for #15: \$20,000

Lead Agency: California Department of Transportation

Implementing Agency: Contra Costa Transportation Authority

TCRP Allocation Requested Concurrently with Application: \$0

for Phase(s): N/A

Advance Requested: \$700

for Phase(s): 1

TCRP Allocations to Date: \$15,000

for Phase(s): 1

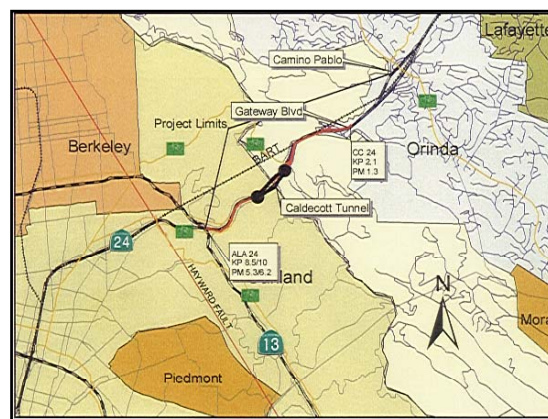
Project Summary: This project proposes to improve the movement of people and goods along Route 24 via the Caldecott Tunnels, to improve travel time and therefore reduce delays, and to enhance safety of the traveling public and Department maintenance workers. A new fourth bore is currently being evaluated in the environmental process.

Summary of Amendment: Contra Costa Transportation Authority (CCTA) is requesting an advance of \$700,000.

Reason for Amendment: Quarterly TCRP expenditures are expected to peak at \$2,100,000 per quarter (or about \$700,000 per month) and will exceed the cash flow capacity of CCTA.

CCTA is unable to use Measure C funds to pay TCRP

expenditures because the Caldecott Tunnel is not part of the Measure C expenditure plan. CCTA's latest revenue projections indicate that CCTA will have \$20,000,000 less than originally projected in 2004 and therefore the cash flow capacity will be extremely limited during the next four years. Measure J (Contra Costa County sales tax measure that extended Measure C until 2034) funds will not be effective until March 1, 2009.

**Cost and Schedule** (\$ x 1,000)

Phase	Scope	Start	End	Cost
1	Project Study Report, Project Report, Environmental Document, and Permits	12/02	7/06	\$23,000
2	Plans, Specifications & Estimates, Bid Documents	1/06	12/08	\$17,000
3	Right of Way Support	7/07	1/09	\$1,000
4	Construction	10/07	9/12	\$359,000
Total:				\$400,000

Funding Plan (\$ x 1,000)

Source	Type		Phase 1	Phase 2	Phase 3	Phase 4	Total
TCRP	State	Committed	\$15,000	\$5,000			\$20,000
		Proposed					
STIP-IIP	State	Committed	\$8,000	\$10,000			\$18,000
		Proposed					
STIP-RIP	State	Committed		\$2,000			\$2,000
		Proposed				\$15,000	\$15,000
Regional Measure 2	Local	Committed				\$50,000	\$50,000
		Proposed					
Measure J	Local	Committed				\$125,000	\$125,000
		Proposed					
Other	TBD	Committed					
		Proposed			\$1,000	\$169,000	\$170,000
	Totals:	Committed	\$23,000	\$17,000		\$175,000	\$215,000
		Proposed			\$1,000	\$184,000	\$185,000
		Totals:	\$23,000	\$17,000	\$1,000	\$359,000	\$400,000

Prior TCRP Action:

- Original application was approved on September 28, 2000 (Resolution TA-00-01) for \$20,000,000 for Phases 1 and 2.
- 2000 STIP adoption (Resolution G-00-32) on December 6, 2000 programmed \$16,000,000 (STIP-IIP) for Phases 1 and 2.
- The funding plan has been updated based on the 2002 STIP Adoption (Resolution G-02-04). \$2,000,000 of STIP-IIP was programmed for Phase 1 and \$2,000,000 of STIP-RIP (Contra Costa County Share) was programmed for Phase 2.
- An amendment was approved April 8, 2004 (Resolution TAA-04-04). This amendment designated Contra Costa Transportation Authority as the Implementing Agency. A concurrent allocation amendment was deferred
- An allocation was approved September 15, 2004 (Resolution TFP-04-06). This allocation amendment transferred \$10,850,000 from the Department to CCTA.

Status of Conditions: No conditions set.

Discussion/Issues: Depending on the preferred alternative selected in Phase 1, cost estimates for the alternatives range from \$200-\$400 million. All \$20 million of TCRP funding will be utilized in Phases 1 and 2. The 2000 and 2002 STIP approved \$20 million of STIP-IIP and STIP-RIP funds. The Bay Area voters, at the March 2, 2004 elections, approved \$50 million of Regional Measure 2 funds. Voters approved the reauthorization of the County Measure J at the November 2004 election and designated \$125 million for the project. The remaining funding will need to be secured from other sources such as STIP (Alameda and Contra Costa County Shares), local sales tax, federal earmark, etc.

TCRP Program – Application Amendment Project #19

Regional **Bay Area Water Transit Authority; establish a regional water transit system beginning with Treasure Island in the City and County of San Francisco.**

(\$ X 1,000)

Estimated Project Cost: \$2,000

TCRP Funds Covered by Application: **\$0**

Total TCRP Funds Available: \$2,000

Phase(s) Covered by Application: 1

Lead Agency: San Francisco Bay
Area Water Transit Authority
(BAWTA)

TCRP Funds Previously Approved for #19: \$150
Implementing Agency: BAWTA

TCRP Allocation Requested Concurrently with Application: **\$0**

for Phase(s): N/A

Advance Requested: **\$0**

for Phase(s): N/A

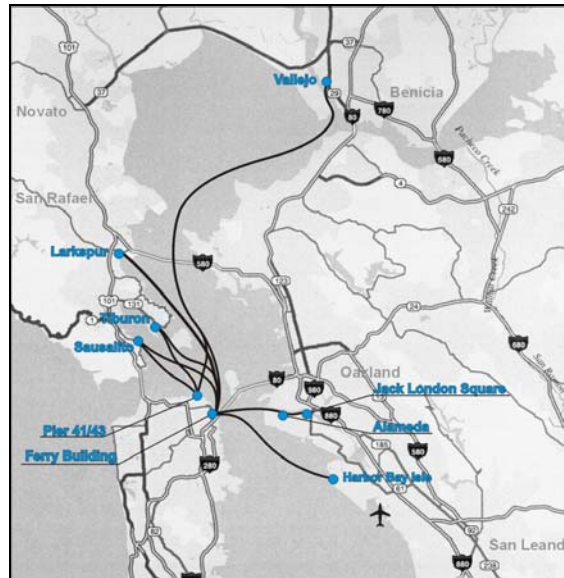
TCRP Allocations To Date: **\$150**

for Phase(s): 1

Project Summary: The purpose of this project is to develop passenger ferry service to Treasure Island. The overall project will include the development of terminals, vessels, and other capital improvements or operations costs necessary to initiate ferry passenger service to Treasure Island.

Summary of Action: This amendment updates the overall project schedule. Changes proposed by this amendment are reflected in ~~strike through~~ and **bold**.

Reason for Change: The start of the project was originally delayed from December 2001 to incorporate findings from the Regional Ferry Expansion Plan being prepared by the Bay Area Water Transit Authority (BAWTA) for submittal to the Legislature in December 2002. In January 2003, BAWTA invoiced for the advance of \$150,000 per CTC approval. In February 2003, BAWTA was informed that, due to the mandate to address the cash balance problem in the Traffic Congestion Relief Fund, advance payment would not be received. At that time, the project was put on hold and the consultant was not authorized to proceed with work. Since then, BAWTA has been coordinating with the City of San Francisco as to the scope and location of the terminal on Treasure Island. Recently, agreement was reached with San Francisco to begin design work on the "float" aspect of the terminal design.



Cost and Schedule (\$ x 1,000)

Phase	Scope	Start	End	Cost
1	Studies and Environmental	6/05 8/03	6/06 8/04	\$150
2	Design	6/06	6/07	\$200
3	Right of Way - N/A			
4	Construction	6/07	6/08	\$1,650
Total:				\$2,000

Funding Plan (\$ x 1,000)

Source	Type		Phase 1	Phase 2	Phase 3	Phase 4	Total
TCRP	State	Committed	\$150				\$150
		Proposed		\$200		\$1,650	\$1,850
	Totals:	Committed	\$150				\$150
		Proposed		\$200		\$1,650	\$1,850
		Totals:	\$150	\$200		\$1,650	\$2,000

Prior TCRP Action:

- Original Application was approved on December 12, 2001 (Resolution TA-01-17).
- A major amendment was approved on June 26, 2003 (Resolution TAA-03-02) to revise the start date by more than one fiscal year, to August 2003. The start of the project was originally delayed in order to incorporate findings from the Regional Ferry Expansion Plan being prepared by BAWTA for submittal to the Legislature in December 2002. The start was then put on hold due to the suspension of the TCR funds in December 2002.

Status of Conditions: No conditions.

Discussion/Issues: No issues.

Contra Costa Parking Structure at Transit Village at Richmond BART Station in Contra Costa County.

(\$ X 1,000)

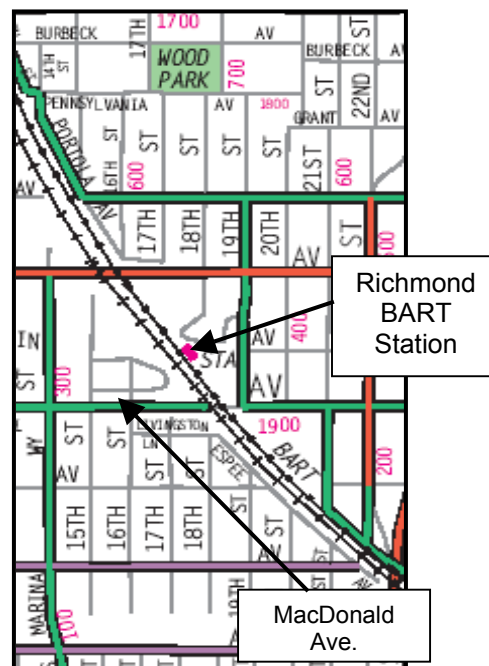
<i>Estimated Project Cost:</i>	\$17,515	<i>TCRP Funds Covered by Application::</i>	\$0
	\$11,015		
<i>Total TCRP Funds Available:</i>	\$5,000	<i>Phase(s) Covered by Application:</i>	2,4
		<i>TCRP Funds Previously Approved for #28:</i>	\$5,000
<i>Lead Agency:</i>	City of Richmond	<i>Implementing Agency:</i>	Same
<i>TCRP Allocation Requested Concurrently with Application:</i>		<i>for Phase(s):</i>	N/A
<i>Advanced Requested:</i>		<i>for Phase(s):</i>	N/A
<i>TCRP Allocations to Date:</i>		<i>for Phase(s):</i>	2

Project Summary: The project is to construct an 800 space Bay Area Rapid Transit (BART) parking garage at the Richmond BART Station. The new garage will allow for the development of a mix-use transit village where the current BART surface parking lot is located. The new parking garage is to be built on BART land and will be owned and maintained by BART. All of the parking spaces within the parking garage will be used exclusively for transit users (BART and Capitol Corridor), with the exception of 45 spaces to be used by the patrons of the retail stores. The current surface parking lot has 406 spaces.

The overall transit village is a mixed-use pedestrian-oriented development comprised of a variety of elements, including: 231 for-sale townhouse units; approximately 20,000 sq. ft. of retail space; a 30,000 sq. ft. cultural arts facility; an AC Transit bus transfer station; a 3,400 sq. ft. transit station building; pedestrian plazas; center boarding platform for Amtrak patrons; and a parking structure.

Summary of Action: This amendment updates the overall project schedule and funding plan. Changes proposed by this amendment are reflected in ~~strikethrough~~ and **bold**.

Reason for Change: Additional time is needed for Phase 2 due to uncertainty of TCRP funding. Given the lack of TCRP funding for the preparation of design/build specifications (Phase 2), the bidding, award and construction of the parking structure has been delayed. In addition, BART has determined that a design/build project will not be acceptable for the parking structure construction. The Redevelopment Agency will now be required to develop complete construction drawings prior to bidding the project. The timing of the receipt of grant funding will require that actual construction not commence until 2007. However, it should be noted that other elements of the Transit Village project are moving forward, including the first phase of housing (132 units), the Nevin Walkway/Plaza Improvements, the Bus Transfer Facility Improvements, and the Intermodal Station Building.



Cost and Schedule (\$ x 1,000)

Phase	Scope	Start	End	Cost
1	Environmental – IN HOUSE	9/01	5/02	\$15
2	Complete final garage design and prepare final specifications and 100% drawing.	6/05 7/04	7/06 4/05	\$1,430 \$680
3	Right of Way Acquisition - N/A			
4	Bid and Construct 800 space parking garage	3/07 3/05	9/08 9/06	\$16,070 \$10,320
Total:				\$17,515 \$11,015

Funding Plan (\$ x 1,000)

Source	Type		Phase 1	Phase 2	Phase 3	Phase 4	Total
TCRP	State	Committed		\$680		\$4,320	\$5,000
		Proposed					
T-03 Sec. 108 ED4	Federal	Committed				\$4,000	\$4,000
		Proposed				\$5,000	\$5,000
Local	Measure C	Committed	\$15	\$750		\$4,750	\$5,515
		Proposed					
STIP-RIP	State	Committed				\$2,000	\$2,000
		Proposed					
	Totals:	Committed	\$15	\$1,430		\$11,070	\$12,515
				\$680		\$10,320	\$11,015
		Proposed				\$5,000	\$5,000
		Totals:	\$15	\$1,430		\$16,070	\$17,515
				\$680		\$10,320	\$11,015

Prior TCRP Action:

- Original Application was approved on March 28, 2001 (Resolution TA-01-06).
- A minor amendment was approved October 2001 to extend the completion date for Phase 2.
- A second application for Phase 4 funding was approved July 18, 2002 (Resolution TA-02-10).
- An advance of \$100,000 for Phase 2 and \$250,000 for Phase 4 once construction is underway, was also approved, as well as a minor amendment to update the project schedule for Phase 1 and Phase 2.
- A minor amendment was approved June 26, 2003 (Resolution TAA-03-03), to extend project completion by one fiscal year. Additional time is needed due to the agency's inability to award third party contracts, per December 17, 2002, directive.
- An amendment to update schedule and funding plan was approved on June 17, 2004 (Resolution TAA-04-05) to reflect delay in bidding and award of construction contract.

Status of Conditions: The following condition was set forth under Resolution TA-01-06, as amended by Resolution TA-02-10:

- Prior to the submittal of an allocation request for construction, the City of Richmond must coordinate with Bay Area Rapid Transit District (BART) and the Capitol Corridor Joint Powers Authority (CCJPA) to develop a parking management plan that, among other requirements, provides for procedures to ensure that 755 single, non-tandem designated parking spaces are for the exclusive use of BART and Capitol Corridor riders, and ensure the commuter parking spaces are maintained and operated separate from retail parking.

The following condition set forth under Resolution TA-02-10 has been met:

- Allocation of funds for Phase 4 (Construction) is contingent upon review of the final environmental document by the CTC and approval of project for future consideration of funding.

The following condition set forth under Resolution TA-02-10 remains in effect:

- Allocation of funds for Phase 4 (Construction) is contingent upon the City of Richmond identifying fully-funded usable segments.

Discussion/Issues:

- Regional Transportation Plan documentation is on file. The CTC reviewed the Mitigated Neg Dec and approved the project for future consideration of funding on July 18, 2002, under Resolution E-02-33.
- The Redevelopment Agency had previously received a HUD EDI/108 Loan/Grant in the total amount of \$4,500,000; however, these funds have been lost due to the modified affordability levels of the project's residential units. To replace these funds, a Federal "T-03" allocation is pending and is expected to be secured for a total of \$5,000,000 for construction of the parking structure.

Marin / Sonoma Implementation of commuter rail passenger service from Cloverdale south to San Rafael and Larkspur in Marin and Sonoma Counties.

(\$ X 1,000)

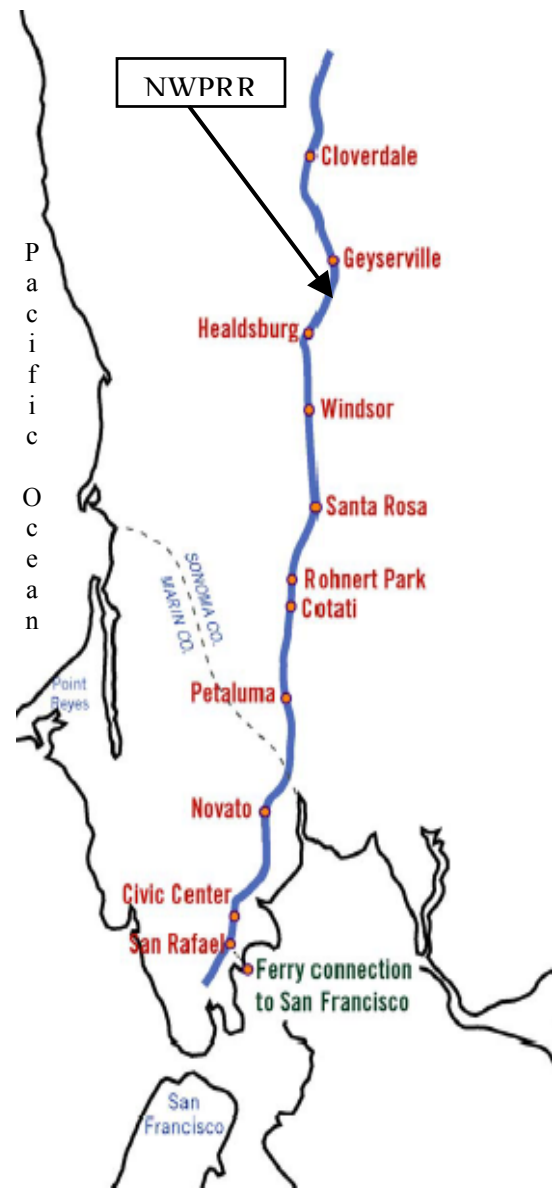
<i>Estimated Project Cost:</i>	\$339,000	<i>TCRP Funds Covered by Application:</i>	\$0
<i>Total TCRP Funds Available:</i>	\$37,000	<i>Phase(s) Covered by Application:</i>	1,3
		<i>TCRP Funds Previously Approved for #30:</i>	\$7,700
<i>Lead Agency:</i>	Sonoma Marin Area Rail Transit (SMART) Commission	<i>Implementing Agency:</i>	Same

<i>TCRP Allocation Requested Concurrently with Application:</i>	\$0	<i>for Phase(s):</i>	N/A
<i>Advance Requested:</i>	\$0	<i>for Phase(s):</i>	N/A
<i>TCRP Allocations Approved to Date:</i>	\$7,700	<i>for Phase(s):</i>	1

Project Summary: The ultimate project is to establish a commuter rail operation in Sonoma and Marin Counties on existing rail right-of-way. This service will operate on former Northwestern Pacific/Southern Pacific (SP) tracks from Cloverdale to San Rafael now owned by Northwestern Pacific Railroad Authority and North Coast Railroad Authority.

Summary of Action: This amendment updates the project schedule and funding tables and requests the redistribution of \$150,000 in programmed funds from Phase 1 to Phase 3, thereby approving Phase 3. Changes proposed by this amendment are reflected in ~~strike through~~ and **bold**. A concurrent allocation amendment to redistribute Phase 1 funds to Phase 3 is under reference item 2.6e.(1).

Reason for Change: In January 2003, AB 2224 created the Sonoma Marin Area Rail Transit (SMART) District. The bill authorized the transfer of the Northwestern Pacific (NWP) right of way from five different owners to SMART. The negotiations to transfer the right of way to SMART required legal services to bring about the title transfers, and subsequently, this application amendment to redistribute \$150,000 of existing programmed and allocated funds from Phase 1 to Phase 3. Also, new cost and schedule estimates have been prepared for the project reflecting the increased size and scope of the passenger rail system proposed. The EIR is scheduled for certification by July 2006, although the EIS may take longer.



Cost and Schedule (\$ x 1,000)

Phase	Scope	Start	End	Cost
1	Project management, preliminary engineering, rail and station planning, and EIR/EIS documents.	11/00	1/07 4/05	\$8,750 \$7,700
2	Project plans and specifications.	7/06	7/07	\$42,000
3	Transfer R/W from NWPRA, GGBHTD, Marin County. Station and Maintenance Facility land Acquisition.	1/03 7/06	1/06 7/07	\$150 \$8,900
4	Construction: track, bridges, signals, sound walls, maintenance facility, stations and contingencies. Procurement: Rolling stock acquisition.	7/07	9/09	\$279,200

Total: \$339,000

Source	Type		Phase 1	Phase 2	Phase 3	Phase 4	Total
TCRP	State	Committed	\$7,550 \$7,700		\$150		\$7,700
		Proposed		\$22,700	\$6,600		\$29,300
SCTA	Local	Committed	\$1,200	\$19,300		\$2,500	\$23,000
		Proposed					
RM2	Local	Committed				\$35,000	
		Proposed					
TEA-21	Federal	Committed					
		Proposed			\$2,300		\$2,300
New Starts	Federal	Committed					
		Proposed				\$25,000	\$25,000
Prop. 116	State	Committed					
		Proposed				\$28,000	\$28,000
SMART Sales Tax	Local	Committed					
		Proposed				\$188,700	\$188,700
	Totals:	Committed	\$8,750 \$7,700	\$19,300	\$150	\$37,500	\$65,700 \$7,700
		Proposed		\$22,700	\$8,900	\$241,700	\$273,300
		Totals:	\$8,750 \$7,700	\$42,000	\$9,050	\$279,200	\$339,000

Prior TCRP Action: Original Application was approved on December 6, 2000 (Resolution TA-00-03).

Status of Conditions: The following conditions were set forth under Resolution TA-00-03, and remain in effect:

- The Sonoma-Marín Area Rail Transit (SMART) Commission will coordinate proposed improvements and operation of the commuter line with the North Coast Railroad Authority's (NCRA) proposed improvements and operation of freight line.
- The SMART Commission will develop an operating plan identifying funding for operations and maintenance of the proposed rail service. Said plan will be submitted as part of future project applications for later phases of work.
- The SMART Commission must assess the impact of implementing the proposed commuter rail service and its effects, if any, in triggering the repayment of part or all of the \$12 million federal Q-fund loan that was used, in part, to acquire the right-of-way between Willits and Schellville.
- Should the SMART Commission determine that the proposed commuter rail service trigger repayment of a portion or the entire Q-fund loan, the SMART Commission will work with the NCRA to develop a funding plan to ensure the loan can be repaid in full by 2013.

Discussion/Issues: None.

TCR Program – Application Amendment Project #44

Los Angeles **Route 47 (Terminal Island Freeway); construct interchange at Ocean Boulevard Overpass in the City of Long Beach in Los Angeles County.**

(\$ X 1,000)

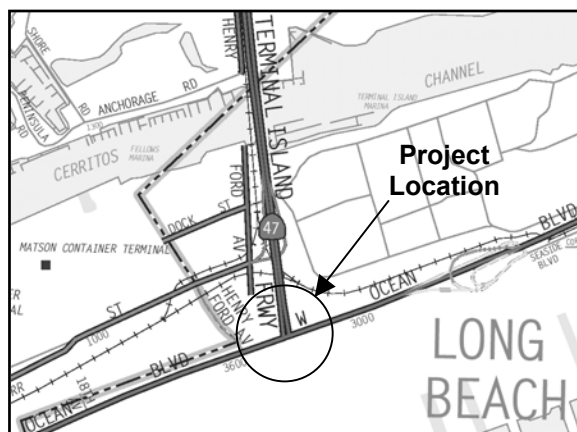
<i>Estimated Project Cost:</i>	\$63,000	<i>TCRP Funds Covered by Application:</i>	\$0
	\$53,500		
<i>Total TCRP Funds Available:</i>	\$18,400	<i>Phase(s) Covered by Application:</i>	All
		<i>TCRP Funds Previously Approved for #44:</i>	\$18,400
<i>Lead Agency:</i>	Port of Long Beach	<i>Implementing Agency:</i>	Same

<i>TCRP Allocation Requested Concurrently with Application:</i>	\$0	<i>for Phase(s):</i>	N/A
<i>Advanced Requested:</i>	\$0	<i>for Phase(s):</i>	N/A
<i>TCRP Allocations to Date:</i>	\$15,674	<i>for Phase(s):</i>	2,3
<i>LONP Requested Concurrently with Application:</i>	\$2,726	<i>for Phase(s):</i>	4

Project Summary: Construct a grade-separated interchange at Ocean Boulevard and the Terminal Island Freeway, and at Ocean Boulevard and Henry Ford Avenue, including the preparation of plans and specifications, estimates, and related support activities for design and construction.

Summary of Amendment: This amendment updates the overall project schedule and funding plan. Changes proposed by this amendment are reflected in ~~strike through~~ and **bold**.

Reason for Amendment: The project schedule is updated to extend the completion of Phase 4. Due to numerous errors in bids received, the project had to be re-advertised. As a result, the Notice to Proceed was extended three months along with the completion of the project. The construction cost have increased due to the rise in material costs.



The project has gone to construction, and a concurrent (item 2.1c.4) Letter of No Prejudice (LONP) is being requested for reimbursement of Port funds upon the availability of TCRP funds. The LONP was originally requested in January 2004. The request was deferred and placed on the Pending List.

Cost and Schedule (\$ x 1,000)

Phase	Scope	Start	End	Cost
1	Prepare PSR and PR, obtain CEQA and Coastal Development Permits	3/97	4/00	\$1,229
2	Prepare PS&E	5/00	7/04	\$6,494
				\$5,421
3	Utility Relocation, Minor Property Acquisition	2/01	2/04	\$14,725
4	Construction	7/04	2/07	\$40,552
			11/06	\$32,125
Total:				\$63,000
				\$53,500

Funding Plan (\$ x 1,000)

Source	Type		Phase 1	Phase 2	Phase 3	Phase 4	Total
TCRP	State	Committed		\$949	\$14,725	\$2,726	\$18,400
		Proposed					
Port	Local	Committed	\$246	\$1,208		\$12,299	\$13,753
		Proposed		\$135		\$4,157	\$4,538
Prop C	Measure	Committed				\$5,264	\$5,264
		Proposed					
TEA 21	Federal	Committed				\$14,073	\$14,073
		Proposed					
ISTEA	Federal	Committed	\$983	\$4,337		\$6,190	\$11,510
		Proposed				\$5,905	\$11,225
	Totals:	Committed	\$1,229	\$6,494	\$14,725	\$40,552	\$63,000
		Proposed		\$5,421		\$32,125	\$53,500
		Totals:	\$1,229	\$6,494	\$14,725	\$40,552	\$63,000
				\$5,421		\$32,125	\$53,500

AB 1335 Letter Funding Plan (\$ x 1,000)

Source	Type		Phase 1	Phase 2	Phase 3	Phase 4	Total
Port	Local	Total				\$2,726	\$2,726

Prior TCRP Action:

- Original application was approved on January 17, 2001 (Resolution TA-01-01) for \$18,400,000 for Phases 2, 3 and 4.
- Major amendment was approved on June 7, 2001 (Resolution TAA-01-05) to redistribute TCR funds between phases.
- Major amendment was approved August 22, 2002 (Resolution TAA-02-08) to update the project cost and schedule.
- A minor amendment was approved August 14, 2003 (Resolution TAA-03-08) to update the project schedule.
- An application amendment and Letter of No Prejudice was deferred January 22, 2004 due to uncertainty in the Governor's Proposed Budget.
- An amendment was approved September 15, 2004 (Resolution TAA-04-10) to update the project schedule and funding plan.

Status of Conditions: No conditions set.

Discussion/Issues: Project is fully funded. Environmental and Regional Transportation Plan documentation is on file. The Negative Declaration was reviewed and the Commission approved the project for future consideration of funding in March 2001, under Resolution E-01-24.

TCR Program – Application Amendment Project #58

San Bernardino **Route 10; widen freeway to eight-lanes through Redlands, Route 30 to Ford Street in San Bernardino County.**

(\$ X 1,000)

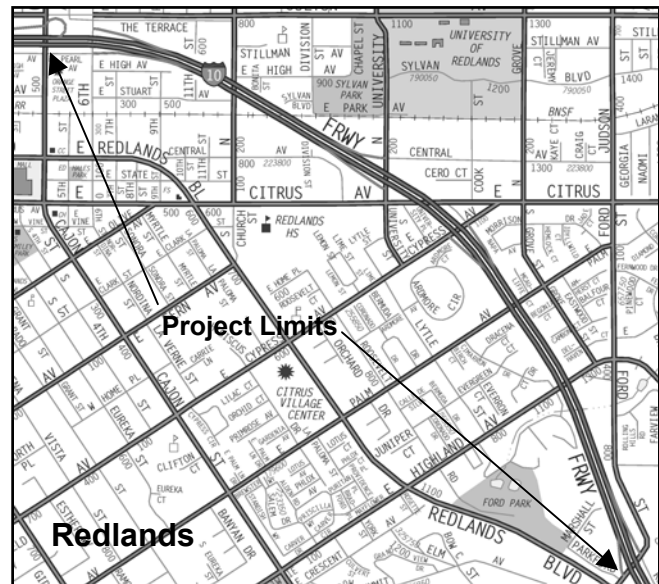
<i>Estimated Project Cost:</i>	\$39,887	<i>TCRP Funds Covered by Application:</i>	\$0
	\$34,942		
<i>Total TCRP Funds Available:</i>	\$10,000	<i>Phase(s) Covered by Application:</i>	All
		<i>TCRP Funds Previously Approved for #58:</i>	\$10,000
<i>Lead Agency:</i>	San Bernardino Associated Governments	<i>Implementing Agency:</i>	Same

<i>TCRP Allocation Requested Concurrently with Application:</i>	\$0	<i>for Phase(s):</i>	N/A
<i>Advance Requested:</i>	\$0	<i>for Phase(s):</i>	N/A
<i>TCRP Allocations to Date:</i>	\$4,296	<i>for Phase(s):</i>	2
<i>LONP Requested Concurrently with Application:</i>	\$5,704	<i>for Phase(s):</i>	4

Project Summary: The overall project will add one mixed flow lane in the median in each direction on I-10 from Orange Street to Ford Street in the City of Redlands. The proposed widening will upgrade I-10 within the limits of the project from three lanes to four lanes in each direction.

Summary of Action: This amendment transfers \$55,000 of approved TCRP funds from Phase 3 to Phase 4 and updates the overall project schedule and funding plan. Changes proposed by this amendment are reflected in ~~strike through~~ and **bold**.

Reason for Change: During the final stages of detail design, it was determined that the existing utilities within the project limits could be protected in place, thereby eliminating the need for right-of-way utility relocation cost. The construction costs have increased due to the rise in material costs. The schedule is updated due to delays in receiving final environmental clearance from FHWA.



A concurrent STIP Amendment (04S-039) and Letter of No Prejudice (reference item 2.1c.(4)) will advance the project by utilizing local funds for construction.

Cost and Schedule (\$ x 1,000)

Phase	Scope	Start	End	Cost
1	Project Reports, Environmental Documents	1/01	2/05 1/03	\$591
2	PS&E	10/02	4/05 1/04	\$4,296
3	Right of Way Acquisition and Utility Relocation	1/03	12/04 1/04	\$0 \$55
4	Construction	8/05 7/04	8/07 6/06	\$35,000 \$30,000
Total:				\$39,887 \$34,942

Funding Plan (\$ x 1,000)

Source	Type		Phase 1	Phase 2	Phase 3	Phase 4	Total
TCRP	State	Committed		\$4,296	\$0	\$5,704	\$10,000
		Proposed			\$55	\$5,649	
Measure I	Measure	Committed	\$591			\$19,924	\$20,515
		Proposed				\$8,869	\$9,460
STIP-RIP	State	Committed				\$0	\$0
		Proposed				\$12,473	\$12,473
RSTP	Federal	Committed				\$9,372	\$9,372
		Proposed				\$3,009	\$3,009
	Totals:	Committed	\$591	\$4,296	\$0	\$35,000	\$39,887
		Proposed			\$55	\$30,000	\$34,942
		Totals:	\$591	\$4,296	\$0	\$35,000	\$39,887
					\$55	\$30,000	\$34,942

AB 1335 Letter Funding Plan (\$ x 1,000)

Source	Type		Phase 1	Phase 2	Phase 3	Phase 4	Total
Measure I	Measure	Total				\$5,704	\$5,704

Prior TCRP Action:

- Original application was approved on June 6, 2001 (Resolution TA-01-09) for \$10,000,000 for Phases 2, 3, and 4.
- Minor amendment was approved February 13, 2002 based on the October 2001 Progress Report to update the project schedule.
- The funding plan was updated based on the 2002 STIP Adoption (Resolution G-02-04) on April 4, 2002.
- Minor amendment was approved July 3, 2002 based on the April 2002 Progress Report to update the project schedule.
- A major amendment was approved October 3, 2002 (Resolution TAA-02-09) to update the project cost and schedule.
- The funding plan was updated based on STIP Amendment 02S-068, adopted June 26, 2003. This amendment exchanged \$8,448,000 of Measure funds with STIP-RIP funds.
- The funding plan was updated based on the 2004 STIP Adoption (Resolution G-04-07) on August 5, 2004.

Status of Conditions:

The following condition established under Resolution TAA-02-09 has been met:

- Allocation of capital funds is contingent upon review and approval for future consideration of funding of the final environmental document. The Commission has reviewed the Negative Declaration and approved the project for future consideration of funding on April 14, 2005, under Resolution E-05-06.

Discussion/Issues: No Issues. Project is fully funded. A concurrent STIP Amendment (04S-039) to replace the STIP funds with local funds is on the agenda under reference 2.1a.(14). The STIP funds are then transferred to another project in the Region (TCRP #57).

Recommend Approval with the following condition:

- Contingent upon approval of STIP Amendment 04S-039.

TCR Program – Application Amendment Project #70.2

Orange **Route 22; add HOV lanes on Garden Grove Freeway, Route I-405 to Route 55 in Orange County.**

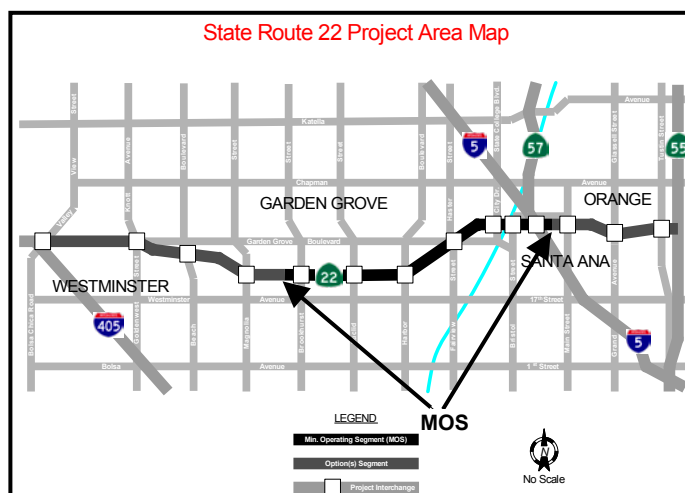
(\$ X 1,000)

<i>Estimated Project Cost:</i>	\$500,276	<i>TCRP Funds Covered by Application:</i>	\$0
	\$398,700		
<i>TCRP Funds – Sub-Project #70.2:</i>	\$189,700	<i>Phase(s) Covered by Application:</i>	All
<i>TCRP Funds for Project #70:</i>	\$206,500	<i>TCRP Funds Previously Approved for #70.2</i>	\$189,700
<i>Lead Agency:</i>	Caltrans/Orange County Transportation Authority	<i>Implementing Agency:</i>	Caltrans/Orange County Transportation Authority

<i>TCRP Allocation Requested Concurrently with Application:</i>	\$0	<i>for Phase(s):</i>	N/A
<i>Advance Requested:</i>	\$0	<i>for Phase(s):</i>	N/A
<i>TCRP Allocations to Date:</i>	\$66,000	<i>for Phase(s):</i>	All
<i>LONP Requested Concurrently with Application:</i>	\$123,700	<i>for Phase(s):</i>	2,4

Project Summary: The overall project consists of adding High Occupancy Vehicle (HOV) lanes in each direction of Route 22, from I-405 to SR-55, adding auxiliary lanes where needed, related structural and soundwall construction and improvements, and replacement planting. The overall project has been segmented into two sub-projects for implementation:

- Sub-Project #70.1 – Construction of soundwalls at various locations along the corridor
- **Sub-Project #70.2** – Construction of the HOV widening and auxiliary lanes including replacement planting.



Summary of Action: This amendment updates the overall project schedule and cost. Changes proposed by this amendment are reflected in ~~strike through~~ and **bold**.

Reason for Change: The total project cost has increased due to material costs, such as steel, cement, and fuel.

The schedule is also updated. Through the bidding process, OCTA determined that awarding and constructing the project in three phases as previously envisioned was not advantageous in terms of time and cost. OCTA issued a request for a Best and Final Offer that included a change in the Minimum Operating Segments as well as a full build option. The full build option was selected, funded, and awarded. By constructing the entire project at once, the advantages of the design/build project delivery method are being realized, with a project completion date of November 2006.

The project has gone to construction and a concurrent Letter of No Prejudice (LONP) is being requested (under reference item 2.1c.(4)) for reimbursement of Measure M funds, upon availability of TCRP funds. The LONP was originally requested in January 2004. The request was deferred and placed on the Pending List.

Cost and Schedule (\$ x 1,000)

Phase	Scope	Start	End	Cost
1	Prepare MIS, Project Report, and Environmental Document (EIS/EIR) - Full Corridor	1/98	8/03 3/03	\$1,900
2	Preliminary Design Activities: Geometric Approval Drawings, Technical Reports	3/01	7/03	\$7,400
2	Detailed PS&E	3/02	11/06 4/07	\$43,000
3	Prepare Right of Way Surveys, Establish Existing Right of Way Lines	6/01	7/03	\$300
3	Right of Way Acquisition	4/02	11/06 4/07	\$26,100
4	Construction of HOV Lanes	9/04 4/04	11/06 4/07	\$421,576 \$320,000
Total:				\$500,276 \$398,700

Funding Plan (\$ x 1,000)

Source	Type		Phase 1	Phase 2	Phase 3	Phase 4	Total
TCRP -Caltrans	State	Committed	\$1,900	\$7,400	\$300		\$9,600
		Proposed					
TCRP - OCTA	State	Committed		\$43,000	\$26,100	\$111,000	\$180,100
		Proposed					
City of Orange	Local	Committed				\$3,000	\$3,000
		Proposed					
City of Garden Grove	Local	Committed				\$6,000	\$6,000
						\$3,000	\$3,000
		Proposed					
Measure M	Measure	Committed				\$203,300	\$203,300
						\$203,000	\$203,000
		Proposed					
CMAQ	Federal	Committed				\$101,276	\$101,276
		Proposed					
	Totals:	Committed	\$1,900	\$50,400	\$26,400	\$421,576	\$500,276
						\$320,000	\$398,700
		Proposed					
		Totals:	\$1,900	\$50,400	\$26,400	\$421,576	\$500,276
						\$320,000	\$398,700

AB 1335 Letter Funding Plan (\$ x 1,000)

Source	Type		Phase 1	Phase 2	Phase 3	Phase 4	Total
Measure M	Measure	Total		\$25,200		\$98,500	\$123,700

Prior TCRP Action:

- Original application was approved on December 5, 2000 (Resolution TA-00-03) for \$1,900,000 for Phase 1.
- An application was approved on March 28, 2001 (Resolution TA-01-06) for \$29,700,000. \$22,300,000 for Phases 3 and 4 of the soundwall project (Project #70.1) and \$7,400,000 for Phase 2 of the HOV project (Project #70.2).
- An application was approved June 6, 2001 (Resolution TA-01-09) for \$174,900,000 for Phases 2, 3, and 4.
- An amendment was approved on April 4, 2002 (Resolution TAA-02-04) to designate OCTA as the implementing agency for the Design-Build approach for HOV lanes.
- An amendment was approved August 14, 2003 (Resolution TAA-03-07) to transfer savings from #70.1 and #70.3. The amendment deleted Project #70.3 and combined the scope of work into #70.2.

Status of Conditions: The following conditions set under Resolution TAA-02-04 have been met.

- An allocation of capital funds is contingent upon review and approval for future consideration of funding of the final environmental document by the Commission. The Commission has reviewed the Final Environmental Impact Report and approved the project for future consideration of funding on May 21, 2003 under Resolution E-03-14.
- Prior to an allocation of funds for construction, OCTA shall provide a plan that demonstrates full funding of the Phase. The project is fully funded with a combination of Measure, City and CMAQ funds.

Discussion/Issues: The Project is fully funded. OCTA will be the Lead Agency for the design-build approach of the HOV widening. The Department will be the Lead Agency for the environmental and preliminary design and right-of-way activities. Environmental documentation is on file.

TCR Program – Application Amendment Project #73

Orange **Alameda Corridor East; (Orangethorpe Corridor) build grade separations on Burlington Northern-Santa Fe line, Los Angeles County line through Santa Ana Canyon in Orange County.**

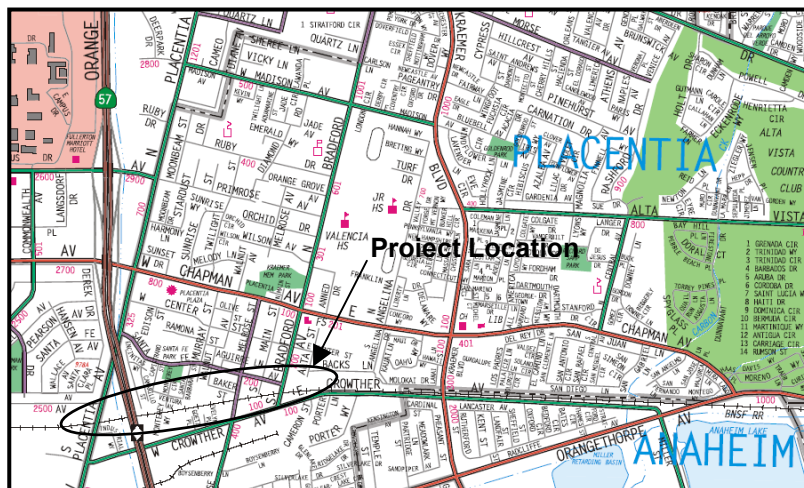
(\$ X 1,000)

<i>Estimated Project Cost:</i>	\$52,200	<i>TCRP Funds Covered by Application:</i>	\$0
	\$36,400		
<i>Total TCRP Funds Available:</i>	\$28,000	<i>Phase(s) Covered by Application:</i>	All
		<i>TCRP Funds Previously Approved for #73:</i>	\$28,000
<i>Lead Agency:</i>	Orange County Transportation Authority	<i>Implementing Agency:</i>	City of Placentia

<i>TCRP Allocation Requested Concurrently with Application:</i>	\$0	<i>for Phase(s):</i>	N/A
<i>Advance Requested:</i>	\$0	<i>for Phase(s):</i>	N/A
<i>TCRP Allocations to Date:</i>	\$16,200	<i>for Phase(s):</i>	3,4
<i>LONP Requested Concurrently with Application:</i>	\$0	<i>for Phase(s):</i>	N/A

Project Summary: The overall project will resolve conflicts between growing global Burlington Northern Santa Fe (BNSF) rail trade movements from Hobart Yard and the Ports of Long Beach and Los Angeles through the cities of Fullerton, Placentia, Anaheim and Yorba Linda by means of grade separations with local streets, including lowering the railroad for approximately five miles through the cities of Placentia and Anaheim.

The project is located on the BNSF San Bernardino subdivision double track main line within the City of Placentia.



This application covers the construction of three distinct projects that are currently under development through the auspices of the City of Placentia and the Orange North-American Trade Rail Access Corridor Authority (OnTrac). The three projects are:

- (1) Melrose Street railroad undercrossing,
- (2) Bradford Avenue closure/pedestrian overcrossing; and
- (3) Placentia Avenue Railroad undercrossing.

Additional work currently under development by the City of Placentia and OnTrac, but not part of this application, are future grade separations from Kraemer Boulevard to Kellogg Drive (8 streets).

The overall project has been segmented and, therefore, phases may overlap.

Summary of Action: This application updates the overall project schedule and funding plan. Changes proposed by this amendment are reflected in ~~strike through~~ and **bold**.

Reason for Change: The Melrose Street Grade Separation Project was opened to traffic on January 18, 2005. This project was completed with an initial allocation of TCRP funds. Design work is currently underway for the Bradford Avenue project, and construction is scheduled to begin in October 2005. The Bradford Avenue project is fully funded with federal and local funds.

The Placentia Avenue project is ready for construction but has been delayed due to the State's budget constraints. The inability to receive an allocation of the remaining TCRP funds, or STIP funds, has prevented the project from proceeding to construction.

The original cost estimate for the three projects has increased from \$36,400,000 to \$52,200,000. The higher estimated cost includes \$9,286,000 for Phase 3 – Right of Way and \$6,092,000 for Phase 4 – Construction. Property values in Orange County have escalated as much as 20 percent per year from 2000 to 2004, increasing the cost to acquire right of way and to relocate businesses and residents. Construction costs have increased due to the rise in material costs and the discovery of an underground gasoline tank at the Melrose project site.

Cost and Schedule (\$ x 1,000)

Phase	Scope	Start	End	Cost
1	Environmental Clearance	6/00	1/01	\$322 \$300
2	Preliminary Design and Final Plans, Specifications, & Estimates	1/01	9/05 12/02	\$2,100 \$1,700
3	Right of Way Acquisition	10/01	12/07 6/02	\$18,186 \$8,900
4	Construction	10/02 5/02	12/10 3/04	\$31,592 \$25,500
Total:				\$52,200 \$36,400

Funding Plan (\$ x 1,000)

Source	Type		Phase 1	Phase 2	Phase 3	Phase 4	Total
TCRP	State	Committed			\$15,186	\$12,814	\$28,000
					\$8,900	\$19,100	
City of Placentia	Local	Committed	\$322	\$2,100		\$1,100	\$3,522
			\$300	\$1,700			\$3,100
STIP-RIP	State	Committed				\$1,100	\$1,100
		Proposed					
STIP-IIP	State	Committed				\$2,200	\$2,200
		Proposed					
BNSF Railroad	Private	Committed				\$4,300	\$4,300
						\$2,000	\$2,000
RSTP	Federal	Committed				\$1,082	\$1,082
		Proposed					
TBD	Other	Committed					
		Proposed			\$3,000	\$8,996	\$11,996
	Totals:	Committed	\$322	\$2,100	\$15,186	\$22,596	\$40,204
			\$300	\$1,700	\$8,900	\$25,500	\$36,400
	Proposed			\$3,000	\$8,996	\$11,996	
		Totals:	\$322	\$2,100	\$18,186	\$31,592	\$52,200
			\$300	\$1,700	\$8,900	\$25,500	\$36,400

Prior TCRP Action:

- Original application was approved on June 6, 2001 (Resolution TA-01-10) for \$28,000,000 for Phases 3 and 4.
- The funding plan has been updated based on the 2002 STIP Adoption (Resolution G-02-04).
- Minor amendment was approved July 3, 2002 based on the April 2002 Progress Report.

Status of Conditions: The following condition was set forth in Resolution TA-01-10 and remains in effect:

- At the time of allocation for Phase 4 – Construction, the City of Placentia shall identify all sources of funds committed for that phase, including any funds made available from the resale of right of way purchased with funds authorized under the approved application for TCRP #73. At the time of the allocation of \$7,300,000 for the construction of Melrose Street grade separation, no proceeds from the resale of right of way were available within the required timeframe for construction of the project.

Discussion/Issues: Due to the increase in project cost, the project is no longer fully funded. The City of Placentia and OnTrac Authority are actively working within the region, state, and federal levels to close the funding gap. Funding in the amount of \$11,996,000 remains to be identified. Potential funding sources include, but are not limited to, federal transportation authorization funds and developer fees.

The project funding strategy includes resale of remnant right of way parcels acquired using TCRP funds. The sale of remnant parcels has not occurred, but the City will attempt to sell these parcels to aid in closing the funding gap.

The early project segments approved under this application are Statutorily Exempt under CEQA.

Recommend approval with the following condition:

- Allocation of funds for right of way or construction is contingent upon receipt of a plan identifying fully funding useable segments.

TCRP Program – Application Amendment Project #139.1**San Francisco Balboa Park BART Station; phase I expansion.**

(\$ X 1,000)

<i>Estimated Project Cost:</i>	\$45,460	<i>TCRP Funds Covered by Application:</i>	\$0
<i>TCRP Funds Sub-project #139.1 :</i>	\$5,460	<i>Phase(s) Covered by Application:</i>	All
<i>TCRP Funds for Project #139:</i>	\$6,000	<i>TCRP Funds Previously Approved for #139.1</i>	\$5,460
<i>Lead Agency:</i>	San Francisco Bay Area Rapid Transit District (BART)	<i>Implementing Agency:</i>	BART

<i>TCRP Allocation Requested Concurrently with Application:</i>	\$0	<i>for Phase(s):</i>	N/A
<i>Advance requested:</i>	\$0	<i>for Phase(s):</i>	N/A
<i>TCRP Allocations To Date:</i>	\$5,460	<i>for Phase(s):</i>	1,2,4

Project Summary:

The overall project will improve transit connectivity and increase passenger capacity at the Balboa Park BART Station, construct a new Ocean Avenue BART entrance to enhance intermodal connections and greater passenger access and capacity between BART and San Francisco Municipal Railway (MUNI), and continued restoration of the historic Geneva Office Building. For purposes of implementation, the project has been split into two sub-projects:

- **Sub-Project #139.1** - BART Project Improvements (Balboa Park BART station (Segment 1) and Ocean Avenue BART station (Segment 2).)
- Sub-Project #139.2 - MUNI Project Improvements (Historic Geneva Office Building).

Sub-Project #139.1 – BART Project Improvements, will be implemented in two segments. Segment 1 covers the addition of fare collection equipment, emergency egress capacity, Americans with Disabilities Act (ADA) improvements, safety improvements and vertical circulation improvements at the Balboa Park BART station. Segment 2 will be to construct a new Ocean Avenue BART entrance.



Summary of Action: This amendment updates the overall project schedule. Changes proposed by this amendment are reflected in ~~strikethrough~~ and **bold**.

Reason for Change: The General Contractor has not completed construction of the scope of work contained in the Segment 1 contract (Balboa Park BART Station), which was to be completed by January 30, 2005. Construction completion is now estimated to be August 2005.

Segment 2 (Ocean Ave. BART Station), Phase 1 – Design and Reports, is continuing and will be completed in August 2005. The master Planning efforts include a potential new Geneva Ave. BART entrance, in addition to the new Ocean Ave. BART entrance. The extension of the Phase 1 schedule necessitates changes in the schedule for subsequent phases.

Cost and Schedule - Balboa Park BART Station - Segment 1 (\$ x 1,000)

Phase	Scope	Start	End	Cost
1	Balboa Park BART Environmental - CE	9/00	9/00	
1	Balboa Park BART Design & Reports	9/00	6/04	\$150
2	Balboa Park BART PS&E	2/01	5/02	\$749
3	N/A			
4	Balboa Park BART Construction	5/02	8/05 4/05	\$2,651
	Balboa Park BART Procurement/Install	5/02	12/03	\$1,560
Total:				\$5,110

Cost and Schedule - Ocean Avenue BART Station - Segment 2 (\$ x 1,000)

Phase	Scope	Start	End	Cost
1	Ocean Avenue BART Design & Reports	9/00	8/05 2/05	\$550
2	Ocean Avenue BART PS&E	9/05 4/03	7/06 12/03	\$7,960
3	N/A			
4	Ocean Avenue BART Construction, Procure Equipment and Install	8/06 4/04	8/08 4/06	\$31,840
Total:				\$40,350

Funding Plan - Balboa Park BART Station - Segment 1 (\$ x 1,000)

Source	Type		Phase 1	Phase 2	Phase 3	Phase 4	Total
TCRP	State	Committed	\$150	\$749		\$4,211	\$5,110
		Proposed					
	Totals:	Committed	\$150	\$749		\$4,211	\$5,110
		Proposed					
		Totals:	\$150	\$749		\$4,211	\$5,110

Funding Plan - Ocean Avenue BART Station - Segment 2 (\$ x 1,000)

Source	Type		Phase 1	Phase 2	Phase 3	Phase 4	Total
TCRP	State	Committed	\$350				\$350
		Proposed					
Sales Tax	Local	Committed					
		Proposed		\$7,960		\$31,840	\$39,800
BART	Local	Committed	\$200				\$200
		Proposed					
	Totals:	Committed	\$550				\$550
		Proposed		\$7,960		\$31,840	\$39,800
		Totals:	\$550	\$7,960		\$31,840	\$40,350

Prior TCRP Action:

- Original application for Project #139 was approved September 28, 2000 (Resolution TA-00-01).
- A Major Amendment was approved February 28, 2002 (Resolution TAA-02-02) to split the project into two sub-projects, and update the project schedule and financial plan for both.
- An application amendment was approved November 7, 2002 (Resolution TAA-02-10) to update project schedule and funding plan.

- A minor amendment was approved June 26, 2003 (Resolution TAA-03-03) to redirect funds between phases and update the project schedule. Redirected funds are to cover a potential cost increase in Phase 4. Additional time needed so that the City of San Francisco's Station Area planning efforts can be incorporated into the BART Comprehensive and Master Plans.
- An application amendment to update the project schedule was approved October 28, 2004 (Resolution TAA-04-11).

Status of Conditions: No conditions.

Discussion/Issues: Balboa Park BART Segment 1 is Categorical Exempt under CEQA; Environmental for Balboa Park BART Segment 2 is underway.

TCRP Program – Application Amendment Project #139.2**San Francisco Balboa Park BART Station; phase I expansion.**

(\$ X 1,000)

Estimated Project Cost: \$10,075*TCRP Funds Sub-project #139.2:* \$540*TCRP Funds for Project #139:* \$6,000*Lead Agency:* San Francisco Bay Area Rapid
Transit District (BART)***TCRP Funds Covered by Application::*** **\$0***Phase(s) Covered by Application::* All*TCRP Funds Approved for Project #139.2* \$540*Implementing Agency:* BART***TCRP Allocation Requested Concurrently with Application:*** **\$0*****Advance requested:*** **\$0*****TCRP Allocations To Date:*** **\$540***for Phase(s):* N/A*for Phase(s):* N/A*for Phase(s):* 2,4

Project Summary: The overall project will improve transit connectivity and increase passenger capacity at the Balboa Park BART Station, construct a new Ocean Avenue BART entrance to enhance intermodal connections and greater passenger access and capacity between BART and San Francisco Municipal Railway (MUNI), and continued restoration of the historic Geneva Office Building.

For purposes of implementation, the project has been split into two sub-projects. They are:

- Sub-Project #139.1 - BART Project Improvements (Balboa Park BART station (Segment 1) and Ocean Avenue BART station (Segment 2).
-
- **Sub-Project #139.2** - MUNI Project Improvements (Historic Geneva Office Building).



Sub-Project #139.2, MUNI Improvements to the Historic Geneva Office Building, will be implemented in two segments. Segment 1 covers building improvements and partial short-term structural stabilization improvements. Segment 2 will include long-term structural stabilization improvements.

Summary of Action: This amendment updates the overall project schedule. Changes proposed by this amendment are reflected in ~~strike through~~ and **bold**.

Reason for Change: MUNI's Segment I construction was completed on schedule. Design of Segment II was delayed due to a shortage of staff resources at the San Francisco Department of Recreation and Parks, the current owner of the property. Design is now underway with preparation of a Historic Structures Report. This initial report will be completed by the end of 2005, with final completion of Phase 2 anticipated by April 2006. This change necessitates a change to the schedule for Phase 4.

Cost and Schedule - Geneva Building Improvements Segment 1 (\$ x 1,000)

Phase	Scope	Start	End	Cost
1	Historic Geneva Building Design & Reports	1/98	12/98	\$150
2	Historic Geneva Building PS&E	5/00	12/03	\$175
3	N/A			
4	Historic Geneva Building Construction	4/04	10/04	\$780
Total:				\$1,105

Cost and Schedule - Geneva Building Improvements Segment 2 (\$ x 1,000)

Phase	Scope	Start	End	Cost
1	Historic Geneva Building Design & Reports			
2	Historic Geneva Building PS&E	1/05 1/04	4/06 6/05	\$1,370
3	N/A			
4	Historic Geneva Building Construction	5/06 9/05	5/08 9/07	\$7,600
Total:				\$8,970

Funding Plan - Geneva Building Improvements Segment 1 (\$ x 1,000)

Source	Type		Phase 1	Phase 2	Phase 3	Phase 4	Total
TCRP	State	Committed				\$490	\$490
		Proposed					
FEMA	Federal	Committed	\$150	\$100		\$40	\$290
		Proposed					
STP	Federal	Committed				\$50	\$50
		Proposed					
Sales Tax	Local	Committed				\$200	\$200
		Proposed					
City of San Francisco	Local	Committed		\$75			\$75
		Proposed					
	Totals:	Committed	\$150	\$175		\$780	\$1,105
		Proposed					
		Totals:	\$150	\$175		\$780	\$1,105

Funding Plan - Geneva Building Improvements Segment 2 (\$ x 1,000)

Source	Type		Phase 1	Phase 2	Phase 3	Phase 4	Total
TCRP	State	Committed		\$50			\$50
		Proposed					
Sales Tax	Local	Committed					
		Proposed		\$370			\$370
Private	Private	Committed					
		Proposed		\$950		\$7,600	\$8,550
	Totals:	Committed		\$50			\$50
		Proposed		\$1,320		\$7,600	\$8,920
		Totals:		\$1,370		\$7,600	\$8,970

Prior TCRP Action:

- Original application for Project #139 was approved September 28, 2000 (Resolution TA-00-01).
- A Major Amendment was approved February 28, 2002 (Resolution TAA-02-02) to split the project into two sub-projects, and update the project schedule and financial plan for both.
- A Major Amendment was approved June 26, 2003 (Resolution TAA-03-02) to redirect funds between phases and update the project schedule. The increase in Segment 1's Phase 4 – CON costs is attributed to more extensive stabilization efforts (new roof rather than patched roof) which then required that the structural factors that make up the roof design be integrated with the seismic strengthening of both the interior and exterior walls. Additional time is needed to due to the unanticipated seismic work that was required before design could be finished.
- An amendment was approved June 17, 2004 (Resolution TAA-04-05) to update the project schedule, which was delayed due to a shift in the responsibility for overseeing both the preparation of construction documents as well as construction. Responsibility was shifted to the San Francisco Department of Recreation and Parks, which will be the end-user of the building

Status of Conditions: No conditions.

Discussion/Issues:

- Project activities are categorically exempt under CEQA.
- MUNI is currently seeking a private developer to partner with for the complete restoration of the historic Geneva Office Building.

Sonoma County Route 101; redesign and construction of Steele Lane Interchange.

(\$ X 1,000)

Estimated Project Cost: **\$98,896**
\$87,744Total TCRP Funds Available: **\$6,000**Lead Agency: ~~California Department of Transportation~~ **Sonoma County Transportation Authority**TCRP Funds Covered by Application: **\$0**Phase(s) Covered by Application: **All**
TCRP Funds Previously Approved: **\$6,000**Implementing Agency: **California Department of Transportation**TCRP Allocation Requested Concurrently with Application: **\$0**Advance Requested: **\$0**TCRP Allocations to Date: **\$0**LONP Requested Concurrently with Application: **\$6,000**for Phase(s): **N/A**for Phase(s): **N/A**for Phase(s): **N/A**for Phase(s): **4**

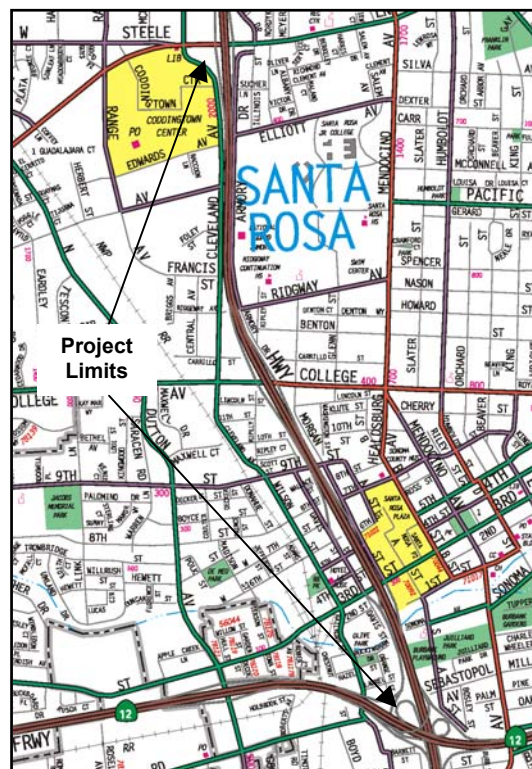
Project Summary: The overall project will improve operation and safety, reduce traffic congestion, and increase storage capacity within the interchange of Steele Lane and Route 101 by modifying the interchange and widening Route 101 from four to six lanes to provide for HOV lanes from Route 12 to Steele Lane.

Note: The overall project will be segmented, and therefore, project phases may overlap.

Summary of Amendment: This amendment designates Sonoma County Transportation Authority as the applicant agency. In addition, the amendment updates the project schedule and funding plan. Changes proposed by this amendment are reflected in ~~strike through~~ and **bold**.

Reason for Change: Sonoma County is requesting to be the Lead Agency on this project. Sonoma County will use local funds to backfill TCRP funds. A concurrent Letter of No Prejudice is under reference item 2.1c.(4)

The project schedule is updated for Phase 2 and Phase 4 due to the delay in the allocation of STIP funds and a change in priority from the interchange to the HOV lanes to meet the design sequencing legislative award deadline. The project cost increase is due to the cost of construction materials.

**Cost and Schedule** (\$ x 1,000)

Phase	Scope	Start	End	Cost
1	Project Report and Environmental Document	11/99	12/03	\$2,195
2	PS&E	4/02	4/05 12/04	\$6,468
3	Right of Way Acquisition	12/03	12/04	\$5,003
4	Construction	9/05 4/04	11/09 11/08	\$85,230 \$74,075
Total:				\$98,896 \$87,744

Funding Plan (\$ x 1,000)

Source	Type		Phase 1	Phase 2	Phase 3	Phase 4	Total
TCRP	State	Committed				\$6,000	\$6,000
		Proposed					
STIP-RIP	State	Committed	\$2,195	\$6,468	\$4,003	\$50,152	\$62,818
		Proposed					
STIP-IIP	State	Committed				\$12,360	\$12,360
		Proposed					
CMAQ	Federal	Committed				\$12,480	\$12,480
		Proposed				\$4,225	\$4,225
TEA	Federal	Committed			\$1,000	\$1,338	\$2,338
		Proposed					
Measure M	Measure	Committed				\$2,900	\$2,900
		Proposed					
	Totals:	Committed	\$2,195	\$6,468	\$5,003	\$85,230	\$98,896
		Proposed				\$74,075	\$87,741
		Totals:	\$2,195	\$6,468	\$5,003	\$85,230	\$98,896
						\$74,075	\$87,741

AB 1335 Letter Funding Plan (\$ x 1,000)

Source	Type		Phase 1	Phase 2	Phase 3	Phase 4	Total
Measure M	Measure	Total				\$6,000	\$6,000

Prior TCRP Action:

- Original application was approved on June 6, 2001 (Resolution TA-01-09) for \$6,000,000 for Phase 4.
- Minor amendment was approved July 10, 2002 based on the April 2002 Progress Report.
- A major TCRP amendment (Resolution TAA-03-05) and concurrent STIP Amendment (02S-077) was approved June 25, 2003. This amendment combined the Steele Lane Interchange improvements with the Route 101 HOV lanes between Route 12 and Steele Lane and designated the two projects as a corridor.
- The funding plan was updated based on the 2004 STIP Adoption (Resolution G-04-07) on August 5, 2004.
- The funding plan was updated based on STIP Amendment 04S-007, approved December 9, 2004. This amendment programmed an additional \$1,504,000 of STIP-RIP and \$360,000 of STIP-IIP as an escalation adjustment.

Status of Conditions: The following conditions set under Resolution TAA-03-05 have been met:

- Project approval is subject to approval by the Commission of STIP Amendment 02S-077. The Commission approved STIP Amendment 02S-077 on June 26, 2003.
- The allocation of capital funds is contingent upon commission review of the final environmental document and approval of the project for future funding. The Commission has reviewed the Final Environmental Impact Report and approved the project for future consideration of funding on February 26, 2004 under Resolution E-04-04.

Discussion/Issues: The Route 101 HOV portion of the project is being delivered utilizing design-sequencing.

Concurrent Letter of No Prejudice is being requested under Reference Number 2.1c.(4).

CALIFORNIA TRANSPORTATION COMMISSION
Approval of Traffic Congestion Relief Program
Project Application Amendment

RESOLUTION TAA-05-04

Amending Resolutions TA-00-03, TA-01-10, TAA-02-09, TAA-03-02, TAA-03-05, TAA-03-07, TAA-04-04, TAA-04-05, TAA-04-09, TAA-04-10, TAA-04-11, and TAA-04-13

- 1.1 WHEREAS the Traffic Congestion Relief Act of 2000 (herein after referred to as “statute”), which was established by Chapters 91 (AB 2928) and 656 (SB 1662) of the Statutes of 2000, establishes the Traffic Congestion Relief Program, providing \$5.39 billion for projects throughout the State of California to reduce traffic congestion, provide for safe and efficient movement of goods, and provide system connectivity; and
- 1.2 WHEREAS in accordance with Government Code Section 14556.11 the California Transportation Commission (Commission) has adopted guidelines, in consultation with the Department of Transportation (Department) and regional agencies, to implement the Traffic Congestion Relief (TCR) Program; and
- 1.3 WHEREAS the statute and guidelines require applicants to specify complete project applications, including scope, cost and schedule, financial plans and funding sources; and
- 1.4 WHEREAS the Commission identified those factors leading to changes in project scope, cost, and scheduled and established guidelines for agencies to submit amendments to TCR project applications in Resolution G-00-23, with further clarifications in Resolution G-01-23; and
- 1.5 WHEREAS the Department has reviewed the following application amendments for 13 TCR projects as submitted by applicant agencies and found all to be in compliance with the guidelines adopted by the Commission.
- 2.1 NOW THEREFORE BE IT RESOLVED that the Commission does hereby approve the following 13 TCR project application amendments as submitted, with subsequent clarifications and revisions:
 - Project #1.1 – BART to San Jose; extend BART from Fremont to Downtown San Jose in Santa Clara and Alameda Counties – BART Extension from Fremont to Warm Springs. Amend application to update project schedule previously approved under Resolution TAA-04-13.
Applicant Agency: Santa Clara Valley Transportation Authority (VTA)
Implementing Agency: San Francisco Bay Area Rapid Transit District
 - Project #1.2 – BART to San Jose; extend BART from Fremont to Downtown San Jose in Santa Clara and Alameda Counties – BART Extension from Warm Springs to downtown San Jose. Amend application to update project schedule previously approved under Resolution TAA-04-09.
Applicant Agency: VTA
Implementing Agency: VTA

- Project #15 – Route 24; Caldecott Tunnel; add fourth bore tunnel with additional lanes in Alameda and Contra Costa Counties. Amend application to advance \$700,000 in TCR funds for Phase 1 – Environmental and Permits, amending Resolution TAA-04-04.
 Applicant Agency: California Department of Transportation (Department)
 Implementing Agency: Contra Costa Transportation Authority
- Project #19 – Bay Area Water Transit Authority; establish a regional water transit system beginning with Treasure Island in the City and County of San Francisco. Amend application to update project schedule previously approved under Resolution TAA-03-02.
 Applicant Agency: San Francisco Bay Area Water Transit Authority (BAWTA)
 Implementing Agency: BAWTA
- Project #28 – Parking Structure at Transit Village at Richmond BART Station in Contra Costa County. Amend application to update project schedule and funding plan previously approved under Resolution TAA-04-05.
 Applicant Agency: City of Richmond
 Implementing Agency: City of Richmond
- Project #30 – Implementation of commuter rail passenger service from Cloverdale south to San Rafael and Larkspur in Marin and Sonoma Counties. Amend application to update project schedule and funding plan previously approved under Resolution TA-00-03.
 Applicant Agency: Sonoma Marin Area Rail Transit Commission
 Implementing Agency: Sonoma Marin Area Rail Transit Commission
- Project #44 – Route 47 (Terminal Island Freeway); construct interchange at Ocean Boulevard Overpass in the City of Long Beach in Los Angeles County. Amend application to update project schedule and funding plan previously approved under Resolution TAA-04-10.
 Applicant Agency: Port of Long Beach
 Implementing Agency: Port of Long Beach
- Project #58 – Route 10; widen freeway to eight-lanes through Redlands, Route 30 to Ford Street in San Bernardino County. Amend application to update project schedule and funding plan previously approved under Resolution TAA-02-09.
 Applicant Agency: San Bernardino Associated Governments (SANBAG)
 Implementing Agency: SANBAG
- Project #70.2 – Route 22; add HOV lanes on Garden Grove Freeway, Route I-405 to Route 55 in Orange County. The request amendment to update project schedule and funding plan previously approved under Resolution TAA-03-07.
 Applicant Agency: Department /Orange County Transportation Authority
 Implementing Agency: Department /Orange County Transportation Authority

- Project #73 – Alameda Corridor East; (Orangethorpe Corridor) build grade separations on Burlington Northern-Santa Fe line, Los Angeles County line through Santa Ana Canyon in Orange County. Amend application to update project schedule and funding plan previously approved under Resolution TA-01-10.

Applicant Agency: Orange County Transportation Authority

Implementing Agency: City of Placentia

- Project #139.1 – Balboa Park BART Station; phase I expansion – BART Project Improvements. Amend application to update project schedule previously approved under Resolution TAA-04-11.

Applicant Agency: San Francisco Bay Area Rapid Transit District (BART)

Implementing Agency: BART

- Project #139.2 – Balboa Park BART Station; phase I expansion – MUNI Project Improvements. Amend application to update project schedule previously approved under Resolution TAA-04-05.

Applicant Agency: BART

Implementing Agency: BART

- Project #159 – Route 101; redesign and construction of Steele Lane Interchange. Amend application to designate the Sonoma County Transportation Authority as the Applicant agency, and update project schedule and funding plan previously approved under Resolution TAA-03-05

Applicant Agency: ~~Department~~ **Sonoma County Transportation Authority**

Implementing Agency: Department;

and

- 2.2 BE IT FURTHER RESOLVED that all conditions stipulated at time of application and/or application amendment approval are still in effect; and
- 2.3 BE IT FURTHER RESOLVED that all applicant agencies shall provide the Commission and the Department with a progress report on April 1st and October 1st of each year on actual expenditures and status of work, until the projects have been completed; and
- 2.4 BE IT FURTHER RESOLVED that this TCR project application approval by the Commission reserves the State funding for the projects as specified by the statute, and allows the applicant agencies to incur costs in accordance with the approved project application, statute and guidelines; and
- 2.5 BE IT FURTHER RESOLVED that Resolutions TA-00-03, TA-01-10, TAA-02-09, TAA-03-02, TAA-03-05, TAA-03-07, TAA-04-04, TAA-04-05, TAA-04-09, TAA-04-10, TAA-04-11, and TAA-04-13 are hereby amended.